

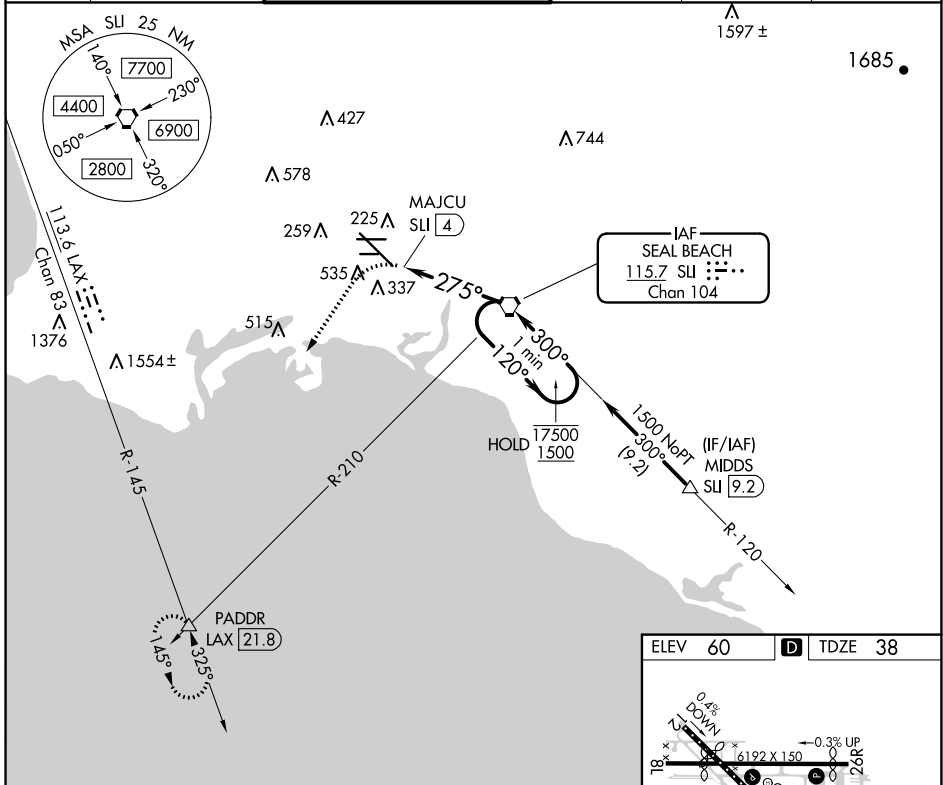
VORTAC SLI <b>115.7</b> Chan <b>104</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	<b>7414</b> <b>38</b> <b>60</b>
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# VOR or TACAN RWY 30

LONG BEACH (DAUGHERTY FLD) (LGB)

Rwy 30 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply.	MALSR	MISSED APPROACH: Climbing left turn to 3000 on heading 200° and LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.

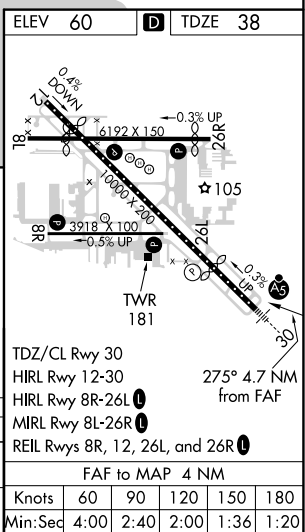
ATIS <b>127.75</b>	SOCAL APP CON <b>125.35 316.125</b>	LONG BEACH TOWER* <b>120.5 257.6</b> (Rwy 12) <b>119.4</b> (CTAF) <b>257.6</b> (Rwy 30)	GND CON <b>133.0 257.6</b>	CLNC DEL <b>118.15</b>	UNICOM <b>122.95</b>
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SW-3, 27 JAN 2022 to 24 FEB 2022

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3000 hdg 200°	LAX R-145	PADDR △	VGSIs and descent angles not coincident (VGSi Angle 3.00/TCH 73) VORTAC SLI One Minute Holding Pattern	
<p>MAJCU SLI (4) → SLI (3.2) → 120° → 17500 → 300° → 1500 → 275° → 2.83° TCH 55 → 0.8 NM → 0.8 NM → 3.2 NM</p>				
CATEGORY	A	B	C	D
S-30	600/55	562 (600-1)	600-1½	562 (600-1½)
CIRCLING	840-1	780 (800-1)	840-2¼	840-2½
			780 (800-2¼)	780 (800-2½)



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20